

THE  
FOURTH ANNUAL REPORT  
OF THE  
PHILADELPHIA, WILMINGTON AND BALTIMORE  
RAIL-ROAD COMPANY,  
WITH THE  
PROCEEDINGS OF THE STOCKHOLDERS' MEETING,  
HELD JANUARY 10, 1842,  
AND THE  
REPORT OF THE EXAMINATION  
BY THE  
New Board of Directors.



PHILADELPHIA:  
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***Office of the Philadelphia, Wilmington and  
Baltimore Rail-Road Company.***

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Wilmington, January 10th, 1842.

To the Stockholders of the  
Philadelphia, Wilmington and Baltimore R. R. Co.

THE following Annual Statement of the affairs of the Company for the year 1841, is submitted to your consideration in compliance with the requisition of the Acts of Incorporation. The preceding Reports published render unnecessary further details of the construction of the works; our present purpose is concisely and perspicuously to state the transactions of the Company for the past year, its present condition and future prospects.

Among the many improvements which the wants of the public have required, and enterprise has effected, few excel in utility the works of this Company; this the Stockholders may assert without being liable to the imputation of undue gratulation, and need only refer to the difficulties which had to be encountered a few years since in passing, at this season of the year, between Philadelphia and Baltimore; then, it was a work of days, at a risk of personal injury and personal labour. Your efforts have removed these difficulties, and produced results beneficial to the commercial interests, social intercourse, and national defence of the country, by the completion of an avenue of communication between these cities, available to the public at all seasons of the year, at comparatively a trifling cost of time or money. But advantageous as your under-



taking has been to the public, almost as adverse has it proved to the pecuniary interests of individuals, who, by the extent of their investments, are most deeply interested in its success. At the time of commencing the undertaking, which was to make a rail-road from Wilmington to North East (and to which were subsequently added the several works which now compose those of the United Company under the title of the Philadelphia, Wilmington and Baltimore Rail-Road Company) a sufficient amount of funds was supposed to have been subscribed for the purpose then intended; but with the view of affording a communication between the cities of Philadelphia and Baltimore, during the entire year, the now extended works were projected; in consequence, however, of a considerable portion of the Stock being unsubscribed, it became evident, that the design, although so eminently calculated to serve the interest of the public, would entirely fail for want of funds to complete it. At this juncture two of the Stockholders, who were largely interested from the commencement of the work, increased their subscriptions to an extent necessary for the completion of the road. The means thus added were successfully brought into action, our works were finished, and the public were placed in the enjoyment of benefits, which, but for the energies thus exerted, would have been, at least, long deferred. During the progress of the work individual credit was availed of, and this Company also had recourse to various institutions in obtaining loans; and in settlement with one of them (the Bank of the United States) a special arrangement was made, which it is proper to communicate to the Stockholders. To that institution this Company, in November, 1840, was in-

debted upon hypothecation of Stock to the amount of \$232,000, which was payable between that time and the 18th of April, 1841.

It will be recollected that at this period the Bank of the United States was preparing for a resumption of specie payments, and had notified this Company that the amount would be required when payable without further extension. Your Directors taking into consideration the loss and embarrassment which a forced sale of their Stock to meet the debt would cause, and the great depreciation in the value of the shares which would result, if the large amount of Stock pledged by the Company and others, should be thrown upon the market to meet these demands; and also considering the advantage which would be derived by an extension of the payment a number of years, more particularly when other and more important engagements of the Company were approaching maturity, a Committee of this Board was appointed to confer with the Directors of the Bank on the subject. Interviews were accordingly had, but our Committee were unable to make any arrangement for deferring the payments, in consequence of the necessities of the Bank, unless they would agree to the only alternative presented them, which was to include in the settlement, a large amount which had been loaned to individuals in aid of our work, and did not fall due until Jan. 1842, and which was necessary for its actual completion. Your Directors, therefore, with the primary object of benefiting the Company by an arrangement which would extend their loan to the year 1850, and in justice to those who had hazarded much (and when we most needed it) towards the successful prosecution of our works, deter-



mined, as expedience and justice prompted, to make the arrangement; which resulted in the issue of sterling bonds of the Company, bearing an interest of six per centum per annum, payable at London, in ten years from the 10th of November, 1840, for £182,500, receiving from the Bank in exchange the obligations of the Company and its pledged stock, and from the individuals included in the arrangement, their obligations to the Company, for the redemption of their portion of the amount and interest, with capital Stock of this Company owned by them, as collateral security for the faithful performance. In the policy thus pursued, we believe we have most rigidly guarded and protected your best interests; and events have subsequently occurred, attendant on the failure of the Bank of the United States, which have fully justified the course adopted.

Notwithstanding the trade and travel of the road have been seriously affected by the unexampled disasters of the financial affairs of the country, and extreme depression of all departments of business, yet you will observe by reference to the statement annexed (marked A.) there is an increase of receipts from passengers of \$22,881.76 over like receipts of the preceding year, and an excess in the year's revenue compared with the former year of \$34,008.70. The whole amount of receipts on the road for the fiscal year ending December, 31, 1841, is \$461,981.98.\* This increase of the reve-

\* The sum total of receipts above mentioned consists of receipts on the Company's road alone, and exclusive of receipts on the Newcastle and Frenchtown route. On that route, \$109,437.24 have been received from passengers, and \$32,449.47 for transportation of merchandise, &c., making together \$141,886.71, which, added to the revenue of this Company, amount to \$603,868.69.

nue may reasonably be attributed to the gradual augmentation of trade and travel occasioned by the facilities afforded by the road, which, under circumstances more favourable to our enterprise than the present deranged state of general business affairs, would greatly increase the amount of the present excess.

The receipts of the Company for the first six months after the payment of interest and expenses, enabled the Directors to declare a dividend of three per cent., which was paid in August last.

The financial transactions of the Company during the year have been confined to the extension of the matured debts, by their consolidation with the funded debt payable in 1844, to the ordinary receipts of the revenue, and its disbursement in the payment of interest on loans, dividends declared, and the current expenses of the concern.

Our negotiations of loans in Europe have, on account of the financial disasters of the year, and the want of confidence in American securities, proved unsuccessful; hereafter, when our efforts shall be renewed under more propitious circumstances, we hope to accomplish them, especially as we can present the most undoubted securities.

The business transactions of the Company have been carried on with the safety and certainty which from the commencement of operations have characterized the efforts of your agents; but few delays of the daily trips of the trains have occurred, and none which human efforts could prevent. The amount of travel for the year evidences a further increase. According to the returns, 234,739 persons have passed over different portions of the road, and many of them over the whole



extent of the line. The safety with which passengers are conveyed on rail-roads, is rapidly rendering them the most desirable means of locomotion. Of the large amount of travellers over the road, (with the exception of a single instance, alluded to in a former report) there has not occurred an accident attended with the slightest personal injury to any passenger. As to the dangers of rail-road travelling, it has been ascertained, that the hazard of loss of life on an average rail-road trip is about 1 to 4,000,000; the data on which this conclusion is founded, are copied from a late British publication, (see Statement annexed, marked B.) and were the subject properly investigated in this country, it would be found that the travelling public, employing a far greater extent of rail-road communication, have been equally exempt from danger in its enjoyment.

The Company have continued to carry the United States' mail for the past year on the same terms as those of the preceding, but have avoided making any special contract, with the expectation that Congress would by law enable the Post Office Department to give a consideration for our services which would at least compensate for the duties required. The objections which were made to the schedule of hours for running the mail on our road, proposed by the Postmaster General in 1839, have been fully sustained by the experience of the two last years, during which time we have conveyed them at the hours proposed. Actual experiment has convinced your Directors, that the Company cannot without loss continue the service at the present rate of compensation: the through passengers by the mail line at midnight add but little to the amount of revenue, and scarcely any way passengers



travel by the train started at such an unseasonable hour. The annexed statement (marked C.) will show the actual cost of one mail train for the year in one direction between Philadelphia and Baltimore, an expense really exceeding the compensation of \$30,600 per annum, which we receive. The peculiar position of the road, to be of the greatest advantage to the Government in the speedy transmission of the mail, necessarily requires our services at night; services which demand greater expense and caution on our part than the running of the train by daylight, whilst there is little if any increase of the travel. The Company have shown every disposition to accommodate the Government, and many sacrifices have been made with the view of retaining the mail contract. Your Directors confidently believe, that when the subject shall have been fully investigated and discussed, and a proper distinction shall be drawn between ordinary service and that which is required from us, some new enactment of Congress will permit the allowance of the proper compensation. The suggestion of the Postmaster General, contained in his late report to Congress, that the Government, by the advancement of a sum in gross, as shall be agreed upon between the parties, secure by compact the right to transport the mail in the cars of the rail-road companies in all time to come free of any annual charge, and at the same time to obtain for the Department the power to control the departures and arrivals of the same, is one which, under present exigencies, would be acceptable to this Company: to the Department, the future may not offer an opportunity when our necessities shall so urgently prompt a liberal negotiation. None are more desirous than this Company that some early and per-

manent arrangement should be made for the effectual settlement of this perplexing subject, as each year adds to the bulk of mail matter, renders the services more arduous, and future negotiations more embarrassing.

The expenditures of the Company have this year been much increased by necessary repairs of the bridges along the line of the road, the track and bed of the railway, and the steamboat stationed at the Susquehanna. In the original construction of the boat for a novel and severe service, the want of special preparation in various materials has been shown by experience in the decay occasioned by the continued heat and moisture in the generation of steam and the operation of the engine between the decks. On examination it was deemed advisable to give her a thorough repair, and the use of materials of the most lasting quality. This has been done at the heavy cost of about \$15,000, but in a manner to render her the more efficient and durable.

Among the various repairs of bridges it has been necessary to alter and renew the draw of the Darby Creek bridge; the Directors have been desirous of dispensing with the draw of this structure, which, owing to the character of the stream, is difficult to keep in perfect repair. Several of the owners of property along the borders of the stream have considered that a permanent bridge would not materially affect persons interested in its navigation; the trade upon its waters is extremely limited in consequence of its course being parallel and near to the Delaware river, and consists chiefly in the transportation of hay, wood, manure, lime, bark, &c., which could be carried in vessels with strike-masts, and would pass under the bridge. Applications



were made to parties interested and to the Legislature of Pennsylvania to authorize the substitution of a permanent span in place of the draw, but the objections made have compelled the Directors reluctantly to abandon a plan which would have abolished an item of considerable annual expense.

The repairs and renewal of the wood work of the track have, as usual, been made as soon as any dilapidation was apparent; this system is required to sustain in perfect order the road for its ordinary stream of travel, and the repairs are made in conformity with the improvements suggested by experience. The expense of clearing the side ditches and drains, and renewing the embankments, is gradually diminishing as the surface of the soil of the slopes becomes hardened; a decrease from \$600 to \$200 per month is apparent in this item of expense on one section of the road since the first year of opening it for travel. On examination of the Report of the Superintendent of that portion of the road between Philadelphia and the Susquehanna river, (annexed, marked D.) you will perceive that the expenses for the repairs of the road have gradually decreased since the year 1839 on that portion of the road. The statement annexed, (marked E.) of the Superintendent of the road between Havre de Grace and Baltimore presents the amount of like expenses on that section of the road, with comparative statements of the two years preceding, and establishes the fact that it has cost but \$457.93 per mile per annum to keep that portion of the road in perfect repair, including the work necessary to keep the extensive bridges on that section in good condition.

The expenses of the locomotive engine department,

when it is considered how long most of the machines have been in active service, will bear comparison with the like expenditures of either the foregoing years. The improvements in machinery, yearly discovered, evidently are diminishing the wear and tear of these costly machines. In no branch of the arts is the ingenuity of man developing more valuable discoveries than in the improvement and economy of the instruments necessary for rail-road operations. Astonishing would the difference now appear in comparison of the rude and complicated engines and inconvenient coaches first adopted for rail-road service, with the efficient machine and commodious cars which, with the speed of the wind, now traverse our rail-roads. Many are the valuable inventions increasing the facility, safety and economy of our operations which, since the first opening of our road, have been discovered and adopted for use; and no one can doubt but that, from year to year, the invention of man will develope far more beneficial results. Whilst on this subject it may be proper to state, that during the year, by the adaptation of the patent soft metal lined boxes to the journals of the axles, the friction has been greatly reduced, and a great saving obtained in the use of oil. By the use of spark arresters, lately invented and applied to the smoke flues of the engines, the annoyance to passengers from burning cinders has been prevented, and the danger of fire being communicated to the bridges, and valuable properties of the Company and others situate upon the line of the road, entirely removed. The employment of many of the late inventions has greatly decreased the expenses of the motive power and car department, and lessened the liability of the track to injury.



Tabular statements, in addition to those published with this Report, embracing full and particular details of the whole of the expenditures for the year ending 31st December, 1841, have been prepared by the different Superintendents, and are now deposited at the office of the Company for the inspection of the Stockholders.

To the retrenchment of expenses, the Directors have earnestly turned their attention, and adopted, as far as possible, the most rigid system of economy. The salaries of Officers and Superintendents, and the pay of all persons employed in the various departments, have been reduced, the benefits of which will be shown in the decrease of these expenses the ensuing year. In the prosecution of inquiries on this subject, many important measures have been suggested: the dispensing with the horse power, (maintained at the extremities of the road at a heavy annual cost,) by the substitution of the steam engines, the repairs of cars by contract for the year, and the employment of tenders to the engines of capacities to supply greater quantities of wood and water, so as to dispense with the support and attendance of several of the water stations, are plans at present under consideration, and which, from their apparent economy, strongly recommend themselves for adoption.

A statement of the present assets and liabilities of the Company, prepared by the Treasurer, is hereto annexed, (marked F.) by reference to which you will perceive that the condition of our financial affairs are in some degree embarrassed by the approaching maturity of liabilities which it had been expected, by the sale of bonds in Europe, or other negotiations, we would be

enabled to liquidate when due. Upon this important subject of the loans of this Company which mature during the present year, your Directors have an arduous task before them, when we take into consideration the peculiar situation of the country, and the depressed condition of its financial concerns. The best efforts of the Board will, notwithstanding, be directed towards the most satisfactory arrangements which can be effected by zealous exertion; and if, in the event of failure on the part of the Company to meet the payment of these loans at maturity, the efforts of the Directors be met with the same spirit of liberality and forbearance by all of the loanholders as a portion of them is at present disposed to evince, there can be no doubt but that a satisfactory arrangement will be effected. From a review of our transactions for the year, the general condition of our affairs may be considered prosperous; without accident, the business has been successfully conducted, with a favourable increase of revenue. A salutary system of economy has been established, and the works preserved in good condition for a long continued service.

Since the union of the original Companies constituting the present Corporation, which took place in February, 1838, there has been received on this road \$1,752,505.79, and it is not unreasonable to suppose that the success which has attended our efforts amidst times the most inauspicious, will not only be continued, but keep pace with the increasing population, resources and business of the country; but few of the proprietors of like enterprises can refer to their revenues for the past four years for such substantial proofs of success, and none can produce evidences of greater profit. Restrained by the adversities of the times since the com-



mencement of our operations, the full tide of our success has not yet been enjoyed ; but when the commerce of the country shall again recover its healthful condition, what prosperity may not the future promise? Already we have effected an important change in the commercial relations of the Atlantic cities, and established an intercourse beyond the contingencies of weather and seasons ; and it is contrary to all experience to suppose that the amount of travel and trade will not greatly multiply as the facilities of intercourse and travel are extended every where around us. An important additional source of revenue to our Company may be confidently relied upon from the completion of the Baltimore and Ohio Rail-road to Cumberland, at which point commences the connection with the National Road to Wheeling. The opening of this important section to the great West, it is stated in the last Report of the Company, will be effected, and will be put in operation as far as Hancock in May next, and Cumberland in the autumn of the present year—a continuation, as it were, of the line of that road from the City of Baltimore eastwardly through the medium of the works of this Company, and it cannot fail, at the least estimation, to increase our annual receipts \$100,000 from transportation of passengers ; offering, as this continuous communication does, not only economy of time and expense, but adding to the facilities and the comforts of the traveller.

It is believed if no rail-road existed upon this line, it would be regarded as one of the most inviting fields for capitalists that could be presented. With a road well constructed, in machinery as efficient as any other road in the country, with arrangements for business in every degree as extended, with charters from three contiguous states, more liberal than could again possibly be ob-

tained, in successful operation, with the most ample means to meet the probable increase of business without additional expense, it would be difficult to assign a good reason why the confidence of the proprietors should not ultimately be amply rewarded, and our most sanguine expectations realized.

Upon a review of the facts presented and anticipations indulged, we may justly claim a renewal of confidence in the prosperity of our undertaking; it is all that is required to prevent present embarrassment and secure future prosperity. And why should it be denied, when the elements of security and profit are so evidently identified with our operations? Our capital is always in sight, firmly placed and ready for use; our business certain, profitable, and for cash only—daily transacted, and unimpeded by the change of seasons.

Should these considerations be candidly estimated, there could be no cause for apprehension of loss. Your investments would at once assume their original value, and firmly maintain at least that position uninfluenced by the general panic, or false rumors and misrepresentations.

Your Directors cannot conclude this Report without invoking your patient and careful examination of the accounts and statements of the Treasurer and Superintendents hereto annexed, with the belief that, on a mature, liberal and dispassionate consideration of the data we have furnished, there will be no abatement of your zeal in the support of our enterprise, nor a diminution of your confidence in its ultimate success.

Very respectfully submitted to your consideration, by order of the Board of Directors,

M. NEWKIRK, *President.*

J. WILSON WALLACE, *Secretary.*



(A.)

*Revenue Return of the Receipts on the Philadelphia, Wilmington and Baltimore Rail Road, for the Year ending December 31, 1841.*

<i>Received from Passengers.</i>	<i>Freight.</i>	<i>U. S. Mail.</i>	<i>Tolls.</i>	<i>Rents.</i>	<i>Total per Month.</i>
In January, 1841, - 18,794 54	6,148 25	2,550	242 00		27,734 79
February, - 25,429 09	10,562 97	2,550	204 00		38,746 06
March, - 42,428 23	8,472 61	2,550	364 00	975 00	54,789 84
April, - 33,265 33	4,231 27	2,550	388 00		40,434 60
May, - 30,837 71	768 10	2,550	397 00		34,552 81
June, - 32,912 92	526 00	2,550	424 00		36,412 92
July, - 36,319 18	597 96	2,550	455 00	925 00	40,847 14
August, - 34,844 27	1,298 22	2,550	414 85		39,107 34
September, - 36,101 34	615 45	2,550	390 90		39,657 69
October, - 35,461 64	2,810 80	2,550	339 00	1,244 25	42,405 69
November, - 27,743 41	4,015 77	2,550	311 90		34,621 08
December, - 24,740 06	4,761 98	2,550	350 67	1,554 31	33,957 02
<b>\$378,877 72</b>	<b>\$44,809 38</b>	<b>\$30,600</b>	<b>\$4,281 32</b>	<b>\$4,698 56</b>	<b>\$463,266 98</b>

Deduct amount paid New Castle Company, in exchange of Tickets, - 1,285 00

Sum Total, \$461,981 98

Total am't receipts from Passengers in the year 1841, \$378,877 72	Total amount receipts in the year 1841, -	\$461,981 98
" " 1840, 355,995 96	1840, -	427,973 28
Increase in favour of 1841, \$22,881 76	Increase in favour of 1841, 34,008 70	

ATTEST,  
N. B. The above receipts are *exclusive* of receipts on the Newcastle and Frenchtown route.

J. WILSON WALLACE, *Secretary.*

## (B.)

<i>Name of Railway.</i>	<i>No. Miles.</i>	<i>No. Pas.</i>	<i>No. of Accidents.</i>
London and Birmingham,	19,119,465	541,360	3 cases of contusions, no deaths. (1)
Grand Junction,	97½*	214,064	2 cases slight do. (2)
Bolton and Leigh and Kenyon and Leigh,	3,923,012	508,763	2 deaths, 3 slight contusions. (3)
Newcastle and Carlisle,	61*	8,540,759	5 deaths, four fractures. (4)
Edinburgh and Dalkeith,	8*	1,557,642	one arm broken.
Stockton and Darlington,	2,213,681	357,205	none.
Great Western,	4,100,538	230,408	none.
Liverpool and Manchester,	31*	3,524,820	8 deaths, no fractures. (5)
Dublin and Kingston,	6*	26,410,152	5 deaths and contusions, to passengers.
London and Greenwich,	484,000	2,880,417	one passenger slightly bruised.

\* Length of road.

(1) None of these accidents occurred to actual passengers.

(2) None of these accidents occurred to actual passengers.

(3) None of the persons killed were passengers.

(4) One of the persons killed was a passenger.

(5) The whole of these were passengers; one of them a sergeant in charge of a deserter who jumped off the carriage whilst in motion; the sergeant jumped after him to retake him, but was so much injured that he died. Three others got out and walked on the road and were killed; the rest suffered by collisions of two trains, at different times. These include all the casualties from the very commencement of the working of the line.



## (C.)

*Cost of the necessary Motive Power required to carry or transport One Mail daily, in one direction, between Philadelphia and Baltimore, viz :*

2 Locomotives and Tenders, each, \$7000,	\$14,000 00
1       ,,       ,,       as a Reserve or Extra, $\frac{1}{3}$ cost,	2,333 33
2 Mail Cars, each, \$1,100,	2,200 00
2 Four-horse Teams, including Harness, each, \$800, $\frac{1}{2}$ cost,	800 00
	<hr/>
	\$19,333 33

Estimating that the above Machinery will require renewal every four years, *the annual cost, exclusive of interest*, will be 4,833 33

*Expense of working the above one year, viz:*

3 Cords of Wood per } 1095 Cords at \$4 00 per cord, }	\$4,380 00
day for 365 days } including sawing, &c., }	
2½ Gals. Oil, do. 912½ Gals. at \$1 25 per gal.	1,440 63
2 Engineers, do. at \$2 per day, each,	1,460 00
2 Firemen, do. at \$1 25 do.	912 50
1 Conductor, do. at \$1 50 do.	547 50
2 Drivers, do. at \$1 do. \$730 ( $\frac{1}{2}$ time)	365 00
½ Feed & Shoeing, at 50 cts. each, for 8 horses, 25 cents per day,	730 00
1 Extra Hand, do. at \$1, at Philadelphia,	365 00
1 do. do. do. at \$1, at Gray's Ferry,	365 00
3 do. do. do. at \$1, at Wilmington,	365 00
3 do. do. do. at \$1, to attend Drawbridges East of Susquehanna,	1,095 00
3 do. do. do. at \$1, at Wood and Wat. stat. Chester, Elkton & Price's Woods,	1,095 00
1½ Cords Wood, extra, at \$3 25 per cord, for Steamboat Susquehanna,	1582 75
½ Gal. Oil, do. at \$1 25 per gal. do.	228 12
⅓ Cost of Repairs, Wear & Tear of Road & Bridges,	7,500 00
¼ Cost of clearing off Snow, Ice & other obstructions,	1,000 00
Cost of transporting Mails to and from Post Office at Philadelphia and Baltimore,	720 00
Wear and Tear and extra labour of Steamboat Susquehanna,	2,000 00
	<hr/>
	\$25,851 50

Total Expenses incurred by the Philadelphia, Wilmington and Baltimore Rail-Road Company in transporting the mail *in one direction daily* from Philadelphia to Baltimore, at hours unconnected with their passenger trains, for One Year, \$30,684 83

☞ The above is exclusive of the greatly increased risk of the Company's property and jeopardy of life, by running Locomotives and a Steamboat crossing the Susquehanna during the night.

(D.)

TO MATTHEW NEWKIRK, Esq.

President of the Philadelphia, Wilmington and Baltimore R. R. Co.

Dear Sir,—I have annexed my Report of the condition of the road, bridges, culverts, buildings, wharves, &c., together with expenses, under my superintendence, for the year 1841, with corresponding expenses for 1839 and 1840.

## REPORT.

The hard weather of the last winter and the unusual wet weather in the spring occasioned much labour to keep the road in running order. Since that time I have found it necessary to keep up the same force to get the road in good condition before winter. I have removed nearly all the slip-earth, and opened all the side ditches and drains so as to give the water a free course. I have also removed a considerable quantity of split and decayed timber, and replaced it with new of a good quality. The under or mud sills on that part of the road from Wilmington to the Susquehanna river, remain sound, but many of them being in length of only  $5\frac{1}{2}$  feet, I found in all wet and soft places on the road, that the track could not be kept good, and it was necessary to remove them. I have in many places renewed them by putting in good white oak timber. On that part of the road from Philadelphia to Wilmington, I have used a large quantity of yellow pine and oak timber for string pieces, some parts being made entirely new; the cross-ties or sills are mostly of locust timber, and will remain sound for many years.

I have examined the iron and find it wears well, and think it would be safe to say that it will last for twenty years.

The bridge at Gray's Ferry is in good order. The greater part of the bridges and culverts between Philadelphia and Wilmington have been repaired and renewed. I have put a new draw on Darby Creek Bridge, and drove good white oak piles to protect the channel pieces. I have procured the lumber, and am now building a new draw for the Brandywine Bridge, which I will place as early in the spring as convenient. I think it will be to the interest of the Company to spend on those two bridges, about two thousand dollars each; this would make them last for many years longer. The bridge over Ridley will require a new draw, which will cost about eight hundred dollars. The bridge over Chester Creek will want some small repairs. Those repairs will make all the bridges and culverts in good order between Philadelphia and Wilmington.



All the bridges between Wilmington and the Susquehanna are of stone, except that over Whiteclay Creek, which is of wood; they are all in good order, the latter having been repaired within the last month, and is much stronger than when first built. The tressel work at Quarryville and Darby will require some small repairs, till they can be replaced by embankments; this I have already commenced by depositing the waste earth that has to be removed out of the cuts. The Tinicum Marsh Company have made a large guard embankment, to prevent the Schuylkill from flooding those meadows which the road passes over, which will prove a great protection against freshets at this point in future. The engine houses, tanks, or water houses, and depôt buildings are all in good condition. The wharves at the Susquehanna and at Wilmington are in good order.

I think I can safely say that the superstructures of the road now are in better order than they were one year ago.

All of which is most respectfully submitted by

GEORGE CRAIG, *Superintendent.*

*Expenses for 1839, 1840 and 1841.*

1839.	To labour on road & bridges, carpenters, water stations, and bridge keepers,	27,741 93	
	Materials and smithwork,	10,385 31	
		—————	38,127 24
1840.	Labour on roads & bridges, carpenters, water stations, and bridge keepers,	27,401 02	
	Materials and blacksmith work,	6,940 37	
		—————	34,341 39
1841.	Labour on road & bridges, carpenters, water stations, and bridge keepers,	22,142 97	
	Materials and blacksmith work,	8,855 72	
		—————	30,998 69
			—————
			\$103,467 32
			—————

## (E.)

*Abstract or Synopsis of the Cost of Materials and Labour in the Repairs of the Rail Road and Bridges between Canton and Havre de Grace, 33 miles, for 1839, 1840 and 1841, including Bridge Keeper's Wages.*

	Salary and Wages of Brooks, Cannon, and all their Men, as per Pay-roll.	Materials of <i>Wood</i> for the repairs of Road, inclusive.	Materials of <i>Iron</i> for the repairs of Road, inclusive.	Total Cost of repairs of Road.	Salary of Bridge Keepers.	Materials of <i>Wood</i> for the repairs of Bridges, inclusive.	Materials of <i>Iron</i> for the repairs of Bridges, inclusive.	Workmanship in re- pairs of Bridges, in- clusive.	Total repairs of Bridges.
1839.	11,084 12		439 43	11,523 55	1056 21	324 00	178 63	465 46	2024 30
1840.	9,703 20	728 58	1216 21	11,647 99	1049 88	630 11	308 16	638 63	2626 78
1841.	9,033 63	5126 19	1190 47	15,350 29	1049 88	433 00	253 21	410 57	2146 66
Dollars,	29,820 95	5854 77	2846 11	38,521 83	3155 97	1387 11	740 00	1514 66	6797 74

*Baltimore, 5th January, 1842.*

To M. NEWKIRK, Esq., President :

SIR,—From the very short notice to prepare the above statement, I trust you will excuse the immaterial defect in the arrangement and execution—in the main, it will be found nearly correct. You will perceive that I have aimed to exhibit the *entire* cost of labour and materials required in the repairs and proper adjustment and security of the road and bridges between Canton and Havre de Grace for the last three years, amounting in the aggregate to \$45,319.57, or if divided by 33, (the number of miles,) it produces \$1,373.32 per mile for the whole period of three years. I would here remark that the cost of materials for the switches at Harewood and Gunpowder, the curve at Havre de Grace, the renewal of the track in Fleet street and repairs of Harris' Creek Bridge, amounting probably to \$1,500 or \$2,000, is not included in the above statement. In 1839, an immense amount of work was required in widening, deepening and clearing out the ditches, both side and cross drains, and in adjusting the road on its new bed. In 1840, we purchased, cut, sawed, hauled and drove about 300 very large substantial ice-breakers at Gunpowder River Bridge, spliced several perpendicular piles, strengthened the draw, renewed a number of the string pieces, as well on Bush and Back as on Gunpowder River Bridge, put in siding, renewed the track in Fleet street, and kept our



road generally in good order. In 1841, finding that the wooden string pieces were decaying in many places, I have purchased about 200,000 feet of North Carolina yellow pine scantling, some 5 by 6 and some 6 by 6, with which we have replaced the decayed pieces—equal altogether to about 6 miles of double rail. I also purchased and had drove 100 more extra large ice-breakers at Gunpowder River Bridge, spliced a number of piles, put in additional bracing in Back River Bridge, spliced some piles in Bush River Bridge, and renewed string pieces and kept our road generally in good order. Very respectfully,

ALFRED CRAWFORD, *Superintendent.*

*Statement of the Affairs of the Philadelphia, Wilmington*

ASSETS.		
Road Account, embracing materials for bridges, culverts, wharfing, water stations, engine houses, superstructure of railway, and including grading, bridging, masonry, laying superstructure, surveys, salaries of engineers, land damages and fencing, rail-road iron, passenger, burden and mail cars, locomotive engines, depôts at Wilmington, at Susquehanna, Havre de Grace, Canton, Baltimore, Philadelphia, &c. &c. - -	\$4,588,289	85
Bonds and Notes Receivable, - - -	15,945	00
Capital Stock in the Philadelphia, Wilmington and Baltimore Rail-Road Company, in the name of A. Thomson, Treasurer, - -	1,925	00
Property damaged at Susquehanna, - -	7,070	33
General Post Office Department—due for transportation of U. S. mail, - - -	7,649	99
New Castle and Frenchtown Turnpike and Rail-Road Company—balance due, - -	11,223	93
Amount due for fencing, - - - -	1,154	13
Amounts due from various persons, - -	5,817	05
Cash—Balance in Treasury, - - -	13,845	50
	<b>\$4,652,920</b>	<b>78</b>



(F.)

*and Baltimore Rail Road Company, 31st December, 1841.*

## LIABILITIES.

Capital Stock, - - -	\$2,818,350 00		
Stock owned by the Company, - - -	687,300 00		
		\$2,131,050	00
Convertible Loan, payable in 1842, - -		700,000	00
Loan Bonds, dated 1st February, 1839, payable in 1844, - - - - -		798,760	00
Loan Bonds, payable in London, in 1842, -		253,333	33
Do. do. do. 1843, -		248,888	89
Sterling Bonds, payable in London in 1850, - - -	\$811,111 11		
Deduct Bonds Receivable, - - -	585,000 00		
		226,111	11
Bonds and Notes Payable, - - - -		269,679	33
State of Delaware—semi-annual tax, due 1st Jan. 1842, - - - - -		500	00
Samuel Edwards—balance due him, - -		50	06
Unclaimed Dividends, viz:			
First Dividend, - - -	\$2 00		
Second do. - - -	8 75		
Third do. - - -	10 00		
Fourth do. - - -	8 75		
Fifth do. - - -	36 75		
Sixth do. - - -	70 50		
Seventh do. - - -	181 50		
		318	25
Profit and Loss, - - - - -		24,229	81
		\$4,652,920	78

ALLAN THOMSON, *Treasurer.*

## STOCKHOLDERS' MEETING.

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*Office of the Philadelphia, Wilmington and Baltimore  
Rail-Road Company.*

WILMINGTON, January 10th, 1842.

At the Annual Meeting of the Stockholders of the Company, held this day, pursuant to a requisition of an Ordinance of the Corporation, at 12 o'clock, M., on motion, John A. Brown, Esq., of Philadelphia, was appointed President; Hon. John J. Milligan, of Wilmington, Delaware, Vice President; and J. W. Thomson, M. D., of Wilmington, Delaware, Secretary.

Matthew Newkirk, President of the Board of Directors, submitted for consideration the Fourth Annual Report, together with the statements of the Treasurer and Superintendents, for the fiscal year ending December 31st, 1841; which being read, on motion of C. H. Fisher, Esq., it was

*Resolved*, That the Report and accompanying statements be accepted and referred to the new Board of Directors, and that they are hereby requested to make a detailed report of the affairs of the Company at such time as they may deem expedient.

On motion, the meeting adjourned to an apartment provided for holding an election for Fifteen Directors for the present year; which election was held before the Hon. James Booth and Edwin Swift, Esq.,



Judges duly appointed by the Board of Directors, who reported the following named gentlemen duly chosen Directors for the ensuing year, viz :

### DIRECTORS.

#### *Pennsylvania.*

Matthew Newkirk,  
John A. Brown,  
Samuel Breck,  
M. Brooke Buckley,  
Isaac Hazlehurst.

#### *Delaware.*

James A. Bayard,  
James Rogers,  
Edmund Canby,  
George Bush,  
Mahlon Betts.

#### *Maryland.*

J. J. Cohen, jun.,  
James Swan,  
Philip E. Thomas,  
A. F. Henderson,  
Wm. A. Patterson.

On motion, the meeting then adjourned.

JOHN A. BROWN, *President.*

J. J. MILLIGAN, *Vice President.*

J. W. THOMSON, *Secretary.*

At a meeting of the Board of Directors, held the same day, the following named gentlemen were re-elected

### OFFICERS.

Matthew Newkirk, *President,*  
Allan Thomson, *Treasurer.*

## REPORT.

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*To the Stockholders of the Philadelphia, Wilmington and  
Baltimore Rail-Road Company.*

JANUARY 28th, 1842.

By a resolution passed at a meeting of the Stockholders of this Company, held in Wilmington on the 10th instant, the Annual Report was referred to the present Board of Directors, with instructions to make a detailed report of the affairs of the Company at such time as they might deem expedient.

In pursuance of the foregoing resolution, the Board of Directors, after their organization, proceeded to the performance of their duty, and after a thorough and careful examination of the affairs of the Company, assure the Stockholders that they will find in its present condition such substantial evidences of its prosperity as will counterbalance any embarrassment of its financial concerns.

The attention of the Board of Directors was directed in the first place to the assets and liabilities of the Company, which are as follows:



## ASSETS.

Road Account, embracing the various accounts for materials, labour, construction, machinery, real estate, &c. &c.	\$4,588,289 85
Bonds and Notes Receivable, - - - - -	15,945 00
Bonds Receivable, - - - - -	585,000 00
Capital Stock in the Philadelphia, Wilmington and Baltimore Rail-Road Company, in the name of A. Thomson, Treas'r,	1,925 00
Stock owned by the Company, - - - - -	687,300 00
Property damaged at Susquehanna, - - - - -	7,070 33
General Post Office Department—balance due for transporting U. S. mail, - - - - -	7,649 99
New Castle and Frenchtown Turnpike and Rail-Road Company, balance due, - - - - -	11,223 93
Amount due for fencing, - - - - -	1,154 13
Amounts due from various persons, - - - - -	5,817 05
Cash—Balance in Treasury, - - - - -	13,845 50
	<hr/>
	\$5,925,220 78

## LIABILITIES.

Loan due June 1st, 1842, - - -	\$700,000 00
Loan due February 1st, 1844, - - -	798,760 00
Sterling Bonds due April 1st, 1842 and 1843, -	502,222 22
Sterling Bonds due November 1st, 1850, -	811,111 11
Bond to the State of Delaware, due 1843, -	80,793 83
Bonds and Notes payable, including unpaid dividends, - - - - -	189,753 81
	<hr/>
	\$3,082,640 97
Capital Stock issued, - - - - -	2,818,350 00
	<hr/>
	5,900,990 97
Surplus, - - - - -	<hr/>
	\$24,229 81

The disbursements embraced under the head of road account, have been examined in detail and appear to have been duly applied.

The Board of Directors have carefully examined the Stock and Loan Ledgers, and find, without a single exception, that the accounts in the books of the Company under these respective heads are entirely correct, and that no loan has been created or certificate of Stock issued beyond the account of the same contained in the said books.

The heavy expenses of the Company for the past year, induced the previous Board, at an early day, to appoint a committee of reform and retrenchment to devise such a system for conducting the operations of the Company, as should be economical in its details, and at the same time afford to the travelling public increased accommodation and security; the plan, though partially in operation, has answered the most sanguine expectations, and, from the arrangements adopted by the present Board, and now in progress, for the future conducting of the business of the Company, it is confidently expected that the heavy expenses heretofore incurred will be materially reduced.

The amount of receipts into the Treasury of the Company for the year ending December 31, 1841, from all sources, upon the business of the Company, is \$603,868.69.

Expenses for the year 1841, per tabular statement, prepared, \$307,938.99.

The expenses it will be seen greatly exceed those of the previous year, and form a very large portion of the above amount. A large sum has, during the past year, been appropriated to permanent outlays, and are not properly chargeable to the current expenses. It is believed that the system of economy and retrenchment now adopted, will lead to a very material reduction of the expenses in conducting the numerous departments of the Company's works.

The attention of the Board has been directed to certain loans which it will be seen mature in this and the two succeeding years.

Aware of these liabilities, and unable from the derangement of the monetary concerns of the country



to negotiate for their renewal, and unwilling to sacrifice the property of individuals who have embarked largely in what may be considered a national work, the Board deem it their paramount duty to place the security of the loan-holder beyond a question. The semi-annual dividend, which the Company had earned during the last six months, has been applied in extinguishing portions of the floating debt embraced under the head of "Bonds and Notes Payable."

From the nett receipts of the road, it is the fixed determination of the Board to set aside semi-annually a liberal sum as a sinking fund, to be increased as the receipts will warrant, and to be pledged both as an additional security to the loan-holders, and a mode for a speedy liquidation of all the debts of the Company.

Should the increase in the receipts of the next four years bear any proportion to those of the four preceding, it will readily be seen, that while the Stockholders can receive a reasonable profit on their investment, large sums can annually be set aside to liquidate the debts, after preserving the work in its present admirable state of efficiency.

Your Committee have been spared the necessity of reporting more minutely upon the affairs of the Company, by the detailed statement of the late Board, which embraces many important considerations, to which the attention of the Stockholders is particularly directed.

M. BROOKE BUCKLEY,  
ISAAC HAZLEHURST,  
SAMUEL BRECK,  
EDMUND CANBY,  
JAMES ROGERS,  
WM. A. PATTERSON,

*Committee.*

